

To-day's
Advertisements.THEATRE ROYAL
CITY HALL

Lecturer: MESSRS. POLLARD.

LILLIPUTIAN OPERA
COMPANY.TO-NIGHT!
(TUESDAY), August 10th.
"H.M.S. PINAFORE."TO-MORROW (WEDNESDAY), August 11th.
"LES CLOCHES DE CORNEVILLE."

THURSDAY, August 12th.

By Special Request

"LA MASCOTTE."

FRIDAY and SATURDAY,

August 13th and 14th.

"THE MIKADO."

Keep your eye on your Father.

Keep your eye on your Father.

"THE PRINCESS OF TREBZONE,"

MONDAY, August 16th.

Plan at W. ROBINSON & CO'S Music Ware-

house. Late Trains will leave 15 minutes after each

Performance. C. A. POLLARD, Manager.

Hongkong, 10th August, 1897. [1226]

THE ROYAL STEAM RIDING GALLERY,

WEST POINT.

OPEN EVERY EVENING,

FROM 5 P.M. TO 12 P.M.

EXHILITATORY EXERCISE.

Has a fascinating attraction for old and young;

everybody should try it.

Hongkong, 6th August, 1897. [1210]

PERSERVERANCE LODGE OF

HONGKONG, No. 1, 165.

A REGULAR MEETING of the above

LODGE will be held in the FREEMASONS'

Hall, Zealand Street, on MONDAY, the 16th

instant, at 5 for 5.30 p.m. precisely. Visiting

Brethren are cordially invited to attend.

Hongkong, 10th August, 1897. [1227]

THE CHINA MUTUAL STEAM NAVI-

GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND

SINGAPORE.

THE Company's Steamship

"OOPACK,"

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their Goods

are being landed at their risk into the Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Kowloon, whence delivery

may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Claims must be

sent in to the Office of the Underwriters before

Night on the 17th instant, or they will not be

recognized.

All broken, chafed and damaged Goods are to

be left in the Godowns where they will be

examined on TUESDAY, the 17th instant, at

3 P.M.

No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the 17th

instant will be subject to rent.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & Co.,

Agents.

Hongkong, 10th August, 1897. [1228]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND

SOERABAYA.

THE Company's Steamship

"HINSANG,"

Captain Crockett, will be despatched as above

on THURSDAY, the 12th instant, at 4 P.M.,

instead of as previously advertised.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 10th August, 1897. [1202]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain R. Cass, will be despatched as above

on SATURDAY, the 14th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 10th August, 1897. [1230]

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE,

BRISBANE, SYDNEY & MELBOURNE.

THE Company's Steamship

"OMI MARU,"

Captain C. Young, will be despatched for the

above Ports on FRIDAY, the 10th instant, at

4 P.M.

This Steamer is fitted with Superior Passenger

Accommodation and is lighted by electricity

throughout. A daily qualified Doctor and a

European Stewardess are carried.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 10th August, 1897. [1231]

FOR NEW-YORK, VIA SUEZ CANAL.

THE Steamship

"FREY,"

will be despatched as above about 25th August.

For Freight, apply to

MELCHERS & Co.,

Agents.

Hongkong, 10th August, 1897. [1211]

To-day's
Advertisements.

WANTED AT ONCE.

A EUROPEAN MILLINER and STORE

ASSISTANT. Apply, stating Age,

Salary expected and Copies of Testimonials

to

W. T. EVANS,

Broadway Drapery & Outfitting Co.,

Shanghai.

[1229]

Intimations.

DAKIN, CRUICKSHANK &

COMPANY,

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are

made under the constant supervision of a duly

qualified English Chemist and will bear com-

parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, Messes and

other Large Consumers.

Any complaints should be addressed to the

Manager.

Hongkong, 1st March, 1897. [1370]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG

TELEGRAPH" ARE MOST RESPECTFULLY

REMINDED THAT ALL SUBSCRIPTIONS

MUST BE PAID IN ADVANCE.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions,

Advertisements, &c., be addressed to the "Manager, Hongkong

Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor," and

not to individual members of the staff.

Communications intended for publication must be accompanied

by the name and address of the writer, not necessarily for

publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always

be open for the free discussion of all questions

affecting the public interest, it is not to be understood that

the Editor does not in any way hold himself responsible for

opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for

insertion in that day's issue not later than Three o'clock so as

to ensure their early publication in the paper.

Advertisements and Subscriptions which are not ordered for a

fixed period will be continued until discontinued.

The Hongkong Telegraph has the largest circulation of any

English newspaper published in the Far East, and is therefore the

best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph's number at the Telephone Central

Exchange is No. 1. Telegraphic address: "Telegraph, Hongkong."

A. S. WATSON & CO.,

LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS

OF

AERATED

WATERS.

OUR AERATED WATER FACTORY is fitted with

the best English Machinery, embodying the

latest improvements in the trade.

The Purest Ingredients only are used, and the

utmost Care and Cleanliness exercised in the

Manufacture throughout.

The Water used is proved by repeated

Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and

placed on board ship at Hongkong prices, and

the full amount allowed for Packages and

Empties when received in good order.

Counterfoil Order Books supplied on applica-

tion.

Our Registered Telegraphic Address is

"DISPENSARY, HONGKONG."

And all signed messages addressed thus will

receive prompt attention.

The following is a List of Waters always kept

ready in Stock—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SALTZ WATER,

LITHIA WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or

greasy, or that appear to have been used for any

other purpose than that of containing Aerated

Waters, as such Bottles are never used again

by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 12th April, 1897.

BIRTH.

On the 28th July, at "Afon," Larut Road,

Penang, the wife of A. E. VILKINS, of a son.

DEATHS.

On the 2nd instant at No. 9, Soochow Road,

Shanghai, WILFRED ARTHUR, the beloved and

only son of J. Chambers; aged three years and

ten months.

At Kanisawa, Japan, on the 19th July, PAUL

LINCOLN MCALPINE, the young and beloved wife of

the Rev. Lucy L. Little, Kiangyin, and eldest

daughter of the Rev. Hampden C. and Mrs.

Pauline McAlpine de Bore, of the Southern

Presbyterian Mission, Soochow, China; aged

twenty-one years and six months.

At the General Hospital, Shanghai, on the 3rd

instant, ROBERT BRUCE CAMPBELL, late 3rd

officer steamer *Pika*; aged 37 years.

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ALL hope of raising the steamer *Bliss*, which foundered off Whang Fort months ago, having been abandoned, the Customs notify that the wreck will be blown up. While the work is going on (which will be indicated by a boat near the wreck flying two red flags vertically) all steam vessels, of whatever size, are requested to go as slowly as possible when passing the wreck, in order to avoid causing a surge and endangering the lives of the workmen. A magazine junk for the storage of explosives will be moored in the Junk Channel to the south-westward of Gough Island and this junk will fly a red flag by day and exhibit a red light by night, and all craft using that channel should take care to give her a wide berth.

So John Barclay, who has once more gathered in John Sullivan, says the *Prince of Wales*, and the police authorities will not allow the sailing contest between the Boston Boy and the Lanky Antipodes. All that is very interesting to know, yet does not affect the public one way or the other. The idea of bury John Barclay, his 260 pounds of fat into a twenty-four foot long coffin against the wall of the Cornhill from Cornwall is too ridiculous to be treated with any degree of seriousness. John L. Sullivan has been a great man, no one disputes that fact. But he is now a poor, old, and had better talk fight of the past in place of throwing challenges around. A law, not far from a distillery, where visitors might drive out once a week, is about John's ship. According to dispatches from New York, John could not even stay sober on Muldoon's ranch, when the proprietor thereof was compelled to leave him to his own devices for a few hours. It would be a good idea to have him train with Charlie Mitchell, who is shortly to leave England with a good bank roll. The two have met before, and have drunk together. Corbett will not fight Mitchell, naturally enough so why not let these two bar-becans, Barclay and John, thump one another a few rounds for the amusement of a gathering of lovers of the sport?

THERE is a miserable little station in a certain part of Burma, where the headquarters of a British Infantry regiment at present lays. Nothing more than a collection of bamboo bunks forming a Burmese village, a portion of Irrawaddy, and a desolate surrounding jungle enlivens the eye in this outlandish spot, while a European civilian in the locality is looked upon as a *rara avis*. The monotonous life of the unhappy soldiers lead in a place so devoid of attraction can easily be imagined, says the *Rangoon Times*, and one would think that the object of military authorities in such a station would be to at least make the barracks-life of the men as comfortable as possible. Far from this being the case the men are irritated by a vexatious order compelling them when in barracks to be scrupulously dressed in either white or khaki clothing. All acquainted with the ways of the army know what an order of this description entails. It practically means a dress parade from morning to night, increased stage for clothing, and a probable entry in the regimental doctor's book for any attempt to wear a mixed dress of khaki and white with a view of saving expense and the better garments for drill purposes. A man is said to have been punished for simply wearing a khaki helmet with a suit of white when walking the few yards that separated his bungalow from the canteen! Can anything be more absurd, or more calculated to make a soldier dissatisfied with his lot, and when transferred to the Reserve, to speak ill of the army before intending and much-needed recruits, than senseless restrictions of the above nature?

VIOLENT DEATHS.

THE TAI-KOK-SUI TRAGEDY.

Chong Fok, a boat-builder, was charged at the Police Court today before Mr. H. E. Wodehouse, Police Magistrate, with having murdered one Tam Yai at Tai-kok-chui on the 14th inst. Mr. H. J. Gedge appeared for the defence. Dr. J. C. Thomson said that at noon yesterday he made a post-mortem examination of the body of a Chinese adult. He had become rigid in a sitting position, with the arms outstretched as if to give support for resting on some object. All over the body there were large bluish green marks of decomposition, and owing to this no bruise or signs of external violence could be seen. He found the spleen very much enlarged and ruptured, and it weighed 24 oz. A healthy spleen generally weighed between 5 and 7 oz. In his opinion death was caused by hemorrhage through rupture of the spleen. A blow from a fist or bamboo might have caused it. Wong Kuk, a foreman of earth coolies, said that at 1 p.m. on Saturday he was watching his flocks go to work at Tai-kok-chui. He saw deceased chased by several men, and when they overtook him they beat him. They used poles and one man used a short wooden hammer. Witness followed the men, who went to the wall at British Kowloon and then fell down. Witness recognised the men. The defendant was one of them. There were four men altogether and they beat deceased for about half an hour. After being beaten deceased ran away once and was pursued again by two men, of whom defendant was one. The pole produced was the one used by the defendant. The case was then remanded till 10.30 a.m. to-morrow.

A MANSLAUGHTER CASE.

Cheung Tat, a shop-keeper, was charged at the Magistrate's Court today that he feloniously did slay one Li Chiu on the 8th inst. at Victoria, in this colony. Dr. J. M. Wilkinson said deceased was admitted into the hospital at 6.15 p.m. on the 8th and died the same day at 10.30 p.m. He made a post-mortem examination at noon on the 9th. The body was that of a Chinese boy, about 18 years of age. There were no external marks of violence. The spleen weighed 1 oz. (the proper weight being about 5 oz.), and was ruptured in the convex surface for about an inch. In his opinion death was caused by hemorrhage occasioned by the rupture. A blow on the spleen would, in his opinion, be enough to rupture it. Cheung Nam, master of the Yen Hing grocery shop, No. 47, Nollah Lane, said that the defendant was one of his flocks. On the 8th inst. between 3 and 4 p.m. he was behind the counter in his shop and saw the deceased enter to buy things and he gave short money. The defendant asked him to pay the balance and he refused. They began to quarrel and witness saw defendant strike deceased with his open hand in the region of the stomach. The deceased then started to go home. Between 3 and 4 p.m. he was carried to his shop. At the same time a constable came and took witness to the station. He saw deceased at the mortuary and identified him. Nobody else struck the deceased, but the defendant.

THE PUBLIC SERVICE SCANDAL.

The Executive Council, after enquiring into the charges of accepting bribes made against C. Osmund, first clerk in the Registrar-General's Office, and Sanitary Inspector Hore, found that both men had failed to clear themselves. Mr. Osmund is ordered to resign on a reduced pension, and Sanitary Inspector Hore has been dismissed from the public service. The Council have of course to be confirmed by the Secretary of State for the Colonies. The Council seems to have found a great difference in the two cases, and in justice to the officers concerned and to the public it should be made known why one man is punished more severely than the other.

CHINESE CHICANERY.

ABSOLUTELY FALSE REPORT.

It was reported by the Chinese this morning that the *Winglong*, the first steamer, under the British flag, placed on the Hongkong-Wachow route, came to grief on Sunday while en route to Wachow from Hongkong. It was said that there was an accident to the machinery and that about fifty persons, chiefly native passengers, were injured thereby. It was also stated that the *Winglong's* rudder post was damaged. A reporter of this paper called during the afternoon at the offices of Messrs. Butterfield & Swire, the agents for the *Winglong*, and was informed that there was not the slightest foundation for the report. The vessel arrived yesterday morning at Hongkong and left this morning for Wachow. We are informed that a sensational account of the alleged accident appeared in certain local Chinese papers, and it appears that the *canard* was simply another illustration of the mendacious business methods of unscrupulous Chinese. By getting such a story as the one referred to well into circulation a pretty considerable "scoop" could possibly be made by those interested in the matter of securing freight and it affords proof that for downright duplicity and trickery the Chinese is hard to beat. It is a pity that there is, as usual, very little hope of the tricky inventors of this very Chinese yarn being run to earth and exposed thoroughly. Such "business methods" are exceedingly discreditable and indicate the low stratum of commercial morality common to the lower classes.

IMPORTANT TO EMPLOYERS.

THE LAW RELATING TO MASTER AND SERVANT IN THE FAR EAST.

IMPORTANT DECISION AT SHANGHAI.

In Her Britannic Majesty's Summary Court at Shanghai on the 3rd inst. a case fell of interest to employers generally and to newspaper proprietors in particular was heard by Mr. R. W. Mansfield, Assistant Judge. The report of the proceedings as given in the *Shanghai Daily Press* is as follows:—Chow-loon, compositor, sued Messrs. A. Cunningham and Co. for the sum of \$38.75, wages due including overtime from May 21st to May 29th, 1897. Plaintiff stated that he was a compositor, last employed by the *Shanghai Daily Press*. On the 23rd of May he received a letter stating that his father was sick, so he gave notice both to Mr. Cunningham and to Ah-fat, the foreman, that he would leave at the end of the month. The foreman told him it was all right and Mr. Cunningham said he had no objection to him leaving, so he left on the 29th May, but he could not go to Canton because he had not received his salary. There was no dispute about the money being due, and only when driven from the office had he come to the Court. He did not come before because he did not want to take proceedings against defendant. Defendant asked the plaintiff if he presented any claim for wages and overtime before leaving the office. Plaintiff stated that the overtime was for September of last year and one Sunday of this year. Mr. Cunningham, sworn, stated that plaintiff was employed as a news-compositor, and some time near the end of May he came to him and said he could leave, as he wished to go to Canton. Witness told him he would speak to the foreman, which he did, and the foreman advised him not to let the man go as he was short-handed. Defendant again called up the plaintiff and told him if he wanted to leave without a month's notice he must provide a substitute. The next morning the foreman came again and said it was a made-up tale about the plaintiff's father being sick, and asked that the man should be allowed to go, without giving a month's notice. He left on the 29th May, the 29th, Saturday, being a holiday, but he was absent Sunday and Monday. During the first week in June he came for his salary and was told that he could not get it because he had not worked out his notice and had left before the end of May. He had never made any claim for overtime. It was only two or three days afterwards that the foreman and assistant foreman were discharged, with a month's pay, for being absent from duty. It was understood among the men that they should give a month's notice and the workmen received a month's notice of dismissal or a month's pay from the office. A similar case was heard on September 26th, 1896, before Mr. Jamieson, and he decided that a compositor could not leave his employer without giving due notice. In this case the man's absence had caused loss and great inconvenience. His wife decided to uphold Mr. Jamieson's precedent, that a man cannot leave his employer without giving a month's notice, thus leaving his employer in the lurch, and if he leave without notice a workman forfeited the wages accrued during the last month he was in the employ. It is argued to the contrary, that there was no evidence to substantiate plaintiff's claim, but his wife asked defendant to look over his books and if he found that the overtime was due to him the plaintiff's case would be ordered to be paid by the plaintiff. The defendant said that if any overtime was really due he would receive the money, but it was the first he had heard of the claim and plaintiff had left the office some time ago and after an interval had reappeared.

ENGINEERING, SHIPBUILDING, AND DOCK COMPANY OF SHANGHAI, LIMITED.

The following is the report of the Board of Directors for presentation at the second ordinary general meeting, to be held at the office of Messrs. Dodwell, Carrill & Co., Shanghai, on the 16th inst.—

The Directors have pleasure in submitting herewith a statement of accounts for the eight months ended April 30th, 1897, and considering the many disadvantages under which the Company has been working, the shareholders are, in their opinion, to be congratulated upon the results achieved. The balance of profit and loss account (Tls. 14,916.63) they propose to carry forward to new account.

New Dock.—The completion of this, despite hindrances caused by continued wet weather during the early part of the year, has been rapidly pushed forward, and excavation has now been carried to a depth of twenty-four feet. No serious difficulties have presented themselves, and, with the exception of the recent slight break in the coffer dam, no accidents have occurred.

Buildings.—are now nearing completion, and it is expected that the machine shops will be ready for the receipt of the first arrival in the course of the next few months.

Land.—The Directors have been able to purchase a valuable property comprising now 125,813, which includes over 2,000 feet of river frontage. The title deeds are now all in the name of the Company. A wall, ten feet high, has been erected round that part of the property on which the works are to be situated.

Plant and Stock.—have been carefully valued, and the Directors have not deemed it necessary to make anything for depreciation.

Directors.—in accordance with the Articles of Association, Mr. Otto Messer retired, but, being eligible, offers himself for re-election.

Auditors.—The accounts have been audited by Messrs. Wilmer Harris and Rufus F. Eastlack, but owing to the unfortunate illness of the former he is unable to append his signature. They retire, but offer themselves for re-election.

PAY IN THE CUSTOMS SERVICE.

We have more than once drawn attention in these columns to the hardships that the frontier members of the Customs staff are suffering from the fall in exchange, and these hardships are becoming more acute every month, and with the decline in the value of the Shanghai steel almost to the classic half-crown, they have become really intolerable. We remember Mr. Ezekiel, of E. D. Sassoon's remarking some years ago when apprehensions were growing stronger as to when exchange would touch bottom, that it was hopeless to expect bimetallicism or anything like that, silver up again, and that the only way to get value for the silver in Shanghai. There has been a good deal of readjustment of values in the interval, not altogether to the advantage of those whose incomes are fixed in silver, though many of the leading firms have recognized the difficulties in which their employees were involved by the fall in exchange, and have given them compensation. But there is one very worthy and important class of the community to whom the wind has not been so tempered at all. Shown they are all round; but their protection against the wind of want has not been increased at all. We allude to the staff of the Imperial Maritime Customs, whose condition everywhere is now the more pitiable in that with the fall in silver there has been a rise in copper cash, and to whom it is a mere mockery to read of Mr. Wetmore assuring his fellow-bimetallists that silver will still buy just as much in China of Chinese products as it ever would. Most pitiable is the condition of the Customs employees in Shanghai, where the sudden growth of the community since the war with Japan has caused an almost intolerable and inconvenient rise in rents and the prices of necessities of life. Of old the majority of people in Shanghai had but much more than make both ends meet; but when all their outgoings are increased and their incomes remain stationary the *habitus* becomes intolerable.

While there has been no increase in the rates of pay of the Customs staff, there has been, particularly in the smaller ports, an increase in their duties. It has fallen to their lot for instance to organize and work, without any increase in pay, the new Port Office, and the Inspector-General is, properly enough, very careful to see that every man, especially if he be a junior who is trying to win his spurs, does his best with whatever he is told to do. If it be true, as we are informed it is, that no extra pay is given to the members of the staff who have to carry on the new Port Office, we cannot but think that here the Inspector-General has made a mistake, and it is quite possible, human nature being what it is, that some of the friction which has caused the operation of the new Port has developed in due to this.

To show the hardships which the decline in silver has brought on the Customs staff we will take a concrete instance, which will impress the mind more than paragraphs of general remarks. We take the case of a man who joined the service thirteen years or so ago on a salary that was supposed to be equivalent to £300 a year, though even at that time it only produced him about £450. Since 1884, the value of his services has been recognized by four promotions, each of which was supposed to add £100 a year to his pay, and he should now be getting about £700 a year, a fair enough income, seeing that the work is not particularly arduous nor particularly responsible in the lower grades. On the other hand, the Customs employee has the disadvantage of never knowing how soon he may be ordered to another port, and has nothing in the shape of pension to hope for when his work is over. But this supposed income of £700 a year is not what he gets. He gets at the end of seven years' faithful service the recipient of this magnificent pay may hope to receive a bonus of the same amount, which he is officially told he is not to flatter away on useless luxuries, but is to lay aside as a provision for his old age and the support of his family. Further, the Customs employee is allowed two years' leave on half-pay after five years' service, this half-pay amounting, after he has reached a good position in the service, to considerably less than three shillings a day.

The lowest pay in the Interior branch of the service is that of the 4th Assistant B, who gets Tls. 75 a month, which is nominally £300 a year and is really £126. The highest pay, which a Commissioner receives, is Tls. 500 a month, which is nominally £2,000 a year, and is really £840. It needs no argument to show that these rates are entirely insufficient, and they are unjust too; for a man who has been some time in the service and has devoted himself to its technicalities and to the study of Chinese, and has got into the Customs groove, does not find it easy to better himself in some other line of life. The members of the Customs staff, a most heterogeneous body of men of all nationalities and with the most varied training, have, taken all round, done their work uncommonly well and on the whole shown a clean front to the world. But the Inspector-General, who is doubtless himself a proportionate sufferer by the fall in silver, cannot help to keep his staff what it has been in the past, namely, a ragged and ragged of salaries, and the Service itself cannot but suffer from so many men in it being in an *indigne* state of dis-

content, and feeling that they would never have joined it had they had any idea that their fortunes would have to follow the course of silver to whatever depth that disappointing metal might touch. It is not a matter that concerns merely the Inspector-General and his staff. The loans that China has contracted and is contracting on the security of the Customs revenue interest thousands of people all over the civilized world in the honest administration of the Imperial Maritime Customs, and they cannot contentedly see the working of the Customs entrusted to a different class of men, however able and estimable they may be, are not the class who have made the Service what it is. The resignations that have taken place within the last year are an indication of what the best men in the Service think of its position and prospects, and those who have resigned are not, and cannot be, under the present circumstances, replaced by men equal to them in any way. —N. C. Daily News.

BORNEO COMPANIES.

NORTH BORNEO GOLD SYNDICATE.

The first ordinary (statutory) general meeting of this company was held at the offices of the British North Borneo Company on 7th July. Mr. Carl Wilhelm Groos, the chairman, presiding, and stating that nearly £7,000 of capital had been subscribed. The directors had ordered the dredger to work on the Segama River, and they considered that an excellent tool had been obtained. It was capable of dealing with some 50 tons per hour, and if they only got 1 dwl to the ton their returns would be very large. Their expenses were very small indeed, as, virtually, nearly all remuneration would depend on results.

Mr. Rene Proust, who had been engaged as mining engineer, then explained the dredger to the meeting, and stated that all his calculations were based on a return of 6 grains to the cubic yard, which would yield a good profit. The dredger could dredge 20 feet under the water level, and also cut her own station into the bank if required. The gold specimens he had seen were coarse gold, and should be easily recovered.

After some discussion of a conversational nature the meeting terminated.

BORNEO TRADING AND PLANTING COMPANY.

An extraordinary general meeting of this company was held on 5th July at Winchester House, Mr. A. J. Scriven presiding, to consider the confirmation of the resolutions passed on 17th June. The resolutions were to construct the company, winding up with Mr. Henry Bridgman as voluntary liquidator; authorizing him to consent to the registration of a new company, and approving the draft agreement with this object.

The Chairman proposed the confirmation of the first resolution. Mr. C. P. Bennett seconded the motion, and, in answer to questions, stated that if they would refer to the report of Mr. Roberts (the manager) they would find that that gentleman stated that with money in hand he could make arrangements as to freight—a matter in regard to which they had been hampered through owing money to the shipping companies. As to their prospects, an absolute profit was made in 1896, although it was true that there was no dividend. With regard to realizing their assets in Borneo at the present time, it was not a question of getting rid of the pound, but of getting back nothing. Mr. Roberts had turned a loss of £8,000, which they showed in 1896 years ago, to a profit already. The liability under the reconstruction was a share, but there was no necessity for any shareholder to take up his shares. If he did not take them up they would be sold by the liquidator, and the proceeds would be handed to the shareholder. The Chairman, in further reply, said he could not tell how many shareholders would come into the arrangement. The directors were responsible for 12,000 shares, and they would all go into the reconstruction. Mr. Pryer said that unless fresh money could be found they must accept the reconstruction. For himself and his friends he would be glad to take a few thousand shares in the company at 6d., but on the understanding that the money should be put into the company for the purpose of cultivation. Mr. Williams, who said he represented 20,000 shares, thought he had been represented by the directors in their not agreeing to the adjustment he asked for at the last meeting. The Board, he said, were acting *ultra vires*, and he had legal opinion to support that view. If they persisted he should be prepared to test the matter legally. He then handed in a formal protest against the action of the directors. The solicitor (Mr. Wells) stated that the company had counsel's opinion in favor of the scheme. Eventually the resolution was put and carried by ten to six, and the other resolutions were afterwards approved.—L. & C. Express.

PETROLEUM CONCESSION.

The concession granted to Major and Miss Logeman for exploring petroleum, writes a Batavia correspondent to the *Singapore Free Press*, has been purchased by Messrs. G. B. Byrns and A. Mohr of Batavia. These gentlemen have already commenced searching for oil, gold, and marble in the districts of Batang Kali and Luban Amas, in the South East part of Borneo, about 15 miles from Barabai, where the concession is situated. Mr. P. A. Vandermaede, a well-known person and formerly director of the gasworks at Batavia, has been appointed as Engineer of the concession.

WHAT HAS BEEN DONE WITH SILVER.

The following financial calendar of the past quarter of a century shows what the intelligent nations of the world have done with silver during that period:—

- 1871—Germany adopted a gold standard.
- 1873—Belgium suspended standard silver coinage.
- Holland suspended silver coinage.
- Denmark adopted a gold standard.
- Germany demitted silver coin.
- Norway adopted a gold standard.
- Sweden adopted a gold standard.
- 1874—The Latin Union limited its silver coinage.
- 1875—Suspension of silver coinage in Italy.
- Suspension of silver coinage on account of Dutch coinage.
- 1876—Switzerland declined to coin her quota of silver under the Latin Union.
- France suspended the coinage of silver.
- 1877—Finland adopted the gold standard.
- 1878—Spain suspended the free coinage of silver.
- The Latin Union suspended the coinage of silver, except subsidiary coins.
- 1879—Austria-Hungary suspended the free coinage of silver.
- 1880—Spain adopted a gold standard.
- 1890—Romania adopted the single gold standard.
- 1891—Gold standard adopted in Tunis.
- 1893—Austria-Hungary adopted the gold standard.
- Mits of India closed to the free coinage of silver.
- Russia decided to coin 100,000,000 gold roubles.
- 1894—Greece adopted the gold standard.
- 1895—Czechoslovakia adopted the gold standard.
- 1896—1897—Spain, International Convention held to try to re-establish the use of silver coins throughout.

Meanwhile the United States increased her full legal tender silver fifty-fold in the face of a 50 per cent. fall in its value, nullified her credit and financial standing could endure the strain no longer, and she was obliged also, reluctantly, to suspend silver coinage.—Kuhlow's Review.

NOTANDA.

CALENDAR.

Meteorological means based on ten years' observations to 1896.

Barometer	29.762
Thermometer	80.9
Humidity	83
Rainfall	13.89

TO-DAY.

WEATHER REPORT.

Barometer	29.50	On date at 10 a.m.
Thermometer	84	29.43
Humidity	80	86
Rainfall	0.24	80

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Consignees.

NOTICE.

CONSIGNEES OF CARGO per Steamship "GAELIC."

The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 5th August, 1897.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SHANGHAI."

FROM LONDON, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From Italy, ex S.S. *Sulley*. From Madras, ex S.S. *Scindurda*.

Intimations.

A STRIKING SUCCESS!
MAYPOLE SOAP BUT WON'T WASH
WELL DYE TO ANY SHADE. OUT OR FADE.

DOES NOT DYE THE HANDS.

For Dyeing SILKS, SATINS, COTTONS, FRATHERS, LACE, WOOLLEN GOODS, or MIXTURES
OF COTTON and WOOL, &c.Such as Blouses, Dresses, Underlinen, Ribbons, Children's Frocks, Plaques, Lamp Shades,
Silk Scarves, Handkerchiefs, Gentlemen's Shirts, Lace Curtains, Silk Gloves,
Stockings, Antimacassars, Toilet Mats, Shawls, &c., &c., &c.

COLOURS STOCKED.

Cream, Heliotrope, Pink, Canary, Mauve, Aloe-Green, Light Blue, Terra-Cotta, Orange,
Nutmeg, Scarlet, Black, Cerise and Cardinal.

SOLE AGENTS for Hongkong and China,

WATKINS & CO., Apothecaries' Hall, 66, Queen's Road Central. [13]Dr. KNORR'S
ANTIPYRINE

patented

In Powder and Crystals, also in Drops of 5
grains, easily soluble in Water,
Wine, &c.FEVER, RHEUMATIC and NEURALGIC
AFFECTIONS,
NERVOUS AFFECTIONS.**ARGONIN.**

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solution
possesses similar bactericidal action to
silver nitrate, but is distinguished by complete
absence of irritating properties.It is requested that the directions on the
boxes for making solutions shall be implicitly
followed.**CHINA EXPORT, IMPORT & BANK CO.,**SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS! [135]

TAKE NOTE

IT IS UNIVERSALLY ADMITTED THAT
TO indicate the exact use of words, no
DICTIONARY can compare with the New
Edition of
WEBSTER'S DICTIONARY.At the office of the *Hongkong Telegraph* you
can see, and procure for SIX DOLLARS, a Copy
of the *Webster's Dictionary*, the latest and most
emphatic proof that *Labor omnia vincit*.
Hongkong, 17th May, 1897. [221]**MITSUBI BUSSAN KAISHA.**

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—
LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG and all Ports in JAPAN.

Agents—

Mild Coal Mines.
Onoda Coal Mines.
Kanagawa Coal Mines.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Cotton Cleaning and Wg. Co., Shanghai.
Onoda Cement Company, Japan.
Kansai Cotton Spinning Mill, Japan.
The Milne Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.
Hongkong, 11th December, 1896. [45]

Hotels.

WINDSOR HOTEL,
HONGKONG.THIS ESTABLISHMENT, situated in the
elegant Building known as "CON-
NAUGHT HOUSE," offers First-class Accom-
modation to Residents and Travelers.
Passenger Elevator, from Entrance Hall to
each Floor, in charge of experienced Attendant.
Favorable Arrangements made for Families
and for Monthly or Extended Periods.P. BOHM,
Proprietor & Manager.

Hongkong, 3rd April, 1895. [35]

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed
HOTEL, situated at a height of 2,550 feet
above sea-level, has just been thoroughly
re-decorated, renovated and re-furnished, and
a NEW WING has been built, which commands
magnificent Views of the Harbour and mainland
of China.For further particulars, apply to
THE MANAGER,
New Victoria Hotel.

Hongkong, 24th November, 1896. [39]

THOMAS'S GRILL ROOM.THIS Establishment has always enjoyed a
high class reputation for Liberality in
Menu, Quality of Food and Perfection of Cuisine.
THIS REPUTATION WILL BE
MAINTAINED.Fresh Dairy Produce, FRUIT and other
supplies are regularly imported from the United
States, Canada and Australia. BEEF from
Kobe and TURTLES from the Straits.
The WINKS, SPIRITS and MALT
LIQUORS, comprising all brands in general
demand, are the best shipped to the Far East.
In addition to the BAR, GRILL and DINING
ROOMS, the upper floors are arranged so as
to provide PRIVATE ROOMS suitable for
DINNERS or SUPPERS, &c.
PICNIC and BATHING PARTIES supplied
with light refreshments at a moment's notice.
ICE CREAM from 2 P.M. to 11 P.M.
COLD MEAT SUPPERS from 9 to 11.30 P.M.
THOMAS'S GRILL ROOM.
FREDERICK BISHOP,
Manager.**NEW VICTORIA HOTEL.****BOULEVARD****MEALS A LA CARTE.**CHOPS, STEAKS, &c., &c., at any time
between 7.30 A.M. and 11.30 P.M.

MONTHLY BOARDERS at Moderate Rates

MADAM FARMER,
Proprietress.

Hongkong, 24th September, 1896. [124]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY and TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Hodgins, will be despatched for the
above Ports on THURSDAY, the 12th instant,
at Noon.For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers,
Hongkong, 9th August, 1897. [1221]**NIPPON YUSEN KAISHA.**

TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON,
VIA KOBE AND YOKOHAMA.(Through Passenger Ticket and Bills of Lading
issued for the principal Cities in the
UNITED STATES, CANADA and EUROPE, in
connection with the Great Northern Railway
and Atlantic Steamers.)

THE Company's Steamship

"KAGOSHIMA MARU,"

Captain W. Thompson, will be despatched as
above on THURSDAY, the 12th August, at
Noon.Consular Invoices of Goods for the United States
should be in QUADRUPPLICATE, and one Copy
must be mailed by the Steamer to the care of
the FREIGHT AGENT, Great Northern Railway,
Seattle, Wash.For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 29th July, 1897. [1165]

FOR SHANGHAI.

THE Steamship

"LYEEMOON,"

Captain G. Heuermann, will be despatched for
the above Port on THURSDAY, the 12th instant,
at 5 P.M.For Freight or Passage, apply to
SIEMSEN & Co.,
Hongkong, 9th August, 1897. [1222]AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.(UNDER MAIL CONTRACT WITH THE AUSTRIAN
GOVERNMENT.)STEAM TO SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"MEDUSA,"

Captain T. Anzovich, will leave for the above
places on THURSDAY, the 12th instant.For Freight or Passage, apply to
SANDER & Co.,
Agents.
Hongkong, 5th August, 1897. [1205]CHINA NAVIGATION COMPANY,
LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship

"HUPEH,"

Captain Qsall, will be despatched as above on
THURSDAY, the 12th instant.For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd August, 1897. [1185]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TANTALUS,"

Captain Hannah, will be despatched as above on
FRIDAY, the 13th instant.For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th August, 1897. [1186]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GHAZEE,"

will sail at Noon on the 17th August, 1897.

S.S. "LENNOX" to sail about 31st Aug., '97.

S.S. "PATHAN" to sail about 10th Sept., '97.

S.S. "BRAEMAR" to sail about 24th Sept., '97.

For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.
Hongkong, 7th August, 1897. [1203]THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL.

VIA STRAITS AND USUAL PORTS OF
CALL.(Taking Cargo at through rates for GLASGOW,
CONTINENTAL PORTS, RIVER PLATS, &c.)

THE Company's Steamship

"PINGSUEY,"

Captain D. Davis, will be despatched as above
on WEDNESDAY, the 12th instant.For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 7th August, 1897. [1206]

"SHELL" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"EUPLECTA,"

Captain Mendi, will be despatched as above
on FRIDAY, the 20th instant.For Freight, apply to
ARNOLD, KARBURG & Co.,
Agents.
Hongkong, 9th August, 1897. [1215]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A.T. British Ship

"FALLS OF DEK,"

Lieut. Master, shortly expected, will leave
for the above Port and will have quick despatch.For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 6th February, 1897. [1244]

FOR SAN FRANCISCO.

THE 100 A.T. British Ship

"HEATHBANK,"

McKeehan, Master, shortly expected, will leave
for the above Port, and will have quick
despatch.For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 17th February, 1897. [1245]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 11th Aug.**EMPEROR OF INDIA**...Comdr. O.P. Marshall, R.N.R. WEDNESDAY, 1st September.**EMPEROR OF JAPAN**...Comdr. H. Pybus, R.N.R. WEDNESDAY, 29th September.THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough
passages generally experienced in the latitudes further South) and make connection at Vancouver
with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC
RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the
Continent are given choice of.Passengers Booked through to all principal ports and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS
second to none in the World, the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition),
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Paddar's Street. [15]

Hongkong, 21st July, 1897.

**OCCIDENTAL & ORIEN-
TAL STEAMSHIP****COMPANY.**TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaio (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 14th Aug., at Noon.**Doris** (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 2nd Sept., at Noon.**Belge** (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 21st Sept., at Noon.

THE Company's Steamship

"CAELIC,"

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU on
SATURDAY, the 14th August, 1897, at Noon.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu
and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic Lines
of Steamers, and to the principal cities of the
United States or Canada. Rates, and parti-
culars of the various Routes may be obtained
upon application.Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.Passengers who have paid full fare, re-embark-
ing at San Francisco for China, or Japan (or
vice versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.All PASSENGER PACKAGES should be marked to
arrive in full; and same will be received at
the Company's Office until 7 P.M. the day
previous to sailing.Consular Invoices to accompany Cargo de-
scribed, to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.J. S. VAN BUREN, Agent.
Hongkong, 5th July, 1897. [15]**F. BLACKHEAD & CO.,**SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S PATENT GENUINE
COMPOSITION RED HAND BRAND
HARTMANN'S GREY PAINT.
DANIEL'S PATENT MOTOR LAUNCHES
&c., &c., &c.Sole Agents for
FUSION'S SPECIAL CREAM
&c., &c., &c.F. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.SPRAYS AND
SHIP-CHANDLERS' REQUISITES
ALWAYS IN STOCK.J. S. VAN BUREN, Agent.
Hongkong, 15th July, 1897. [15]

NOTICE

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.**FLUOR**THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.AVOID ALL THE
DANGERS OF
INFECTIOUS DISEASES.THE BEST PREVENTIVE OF ALL
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INFECTIOUS DISEASES.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.(Through Bills of Lading issued for SATYRA,
FARAN GULF, COASTAL and
AMERICAN PORTS.)

THE Steamship

"THAMES,"

Captain E. R. Dorell, R.N.R., carrying Her
Majesty's Mails, will be despatched from this for
BOMBAY, &c., on THURSDAY, the 12th
August, at Noon, taking Passengers and Cargo
for the above Ports. This Steamer passes at
Bombay with the S.S. *Home* leaving that Port on
the 20th August for London direct.Suez and Valuable, all Cargo for France,
and for London (under transshipment)
will be transhipped at Colombo. This Steamer
proceeding direct to Marseilles and London,
other Cargo for London, &c., will be conveyed
via Bombay.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.For further Particulars, apply to
H. A. KITCHIE,
Superintendent.

Hongkong, 30th July, 1897. [15]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.